

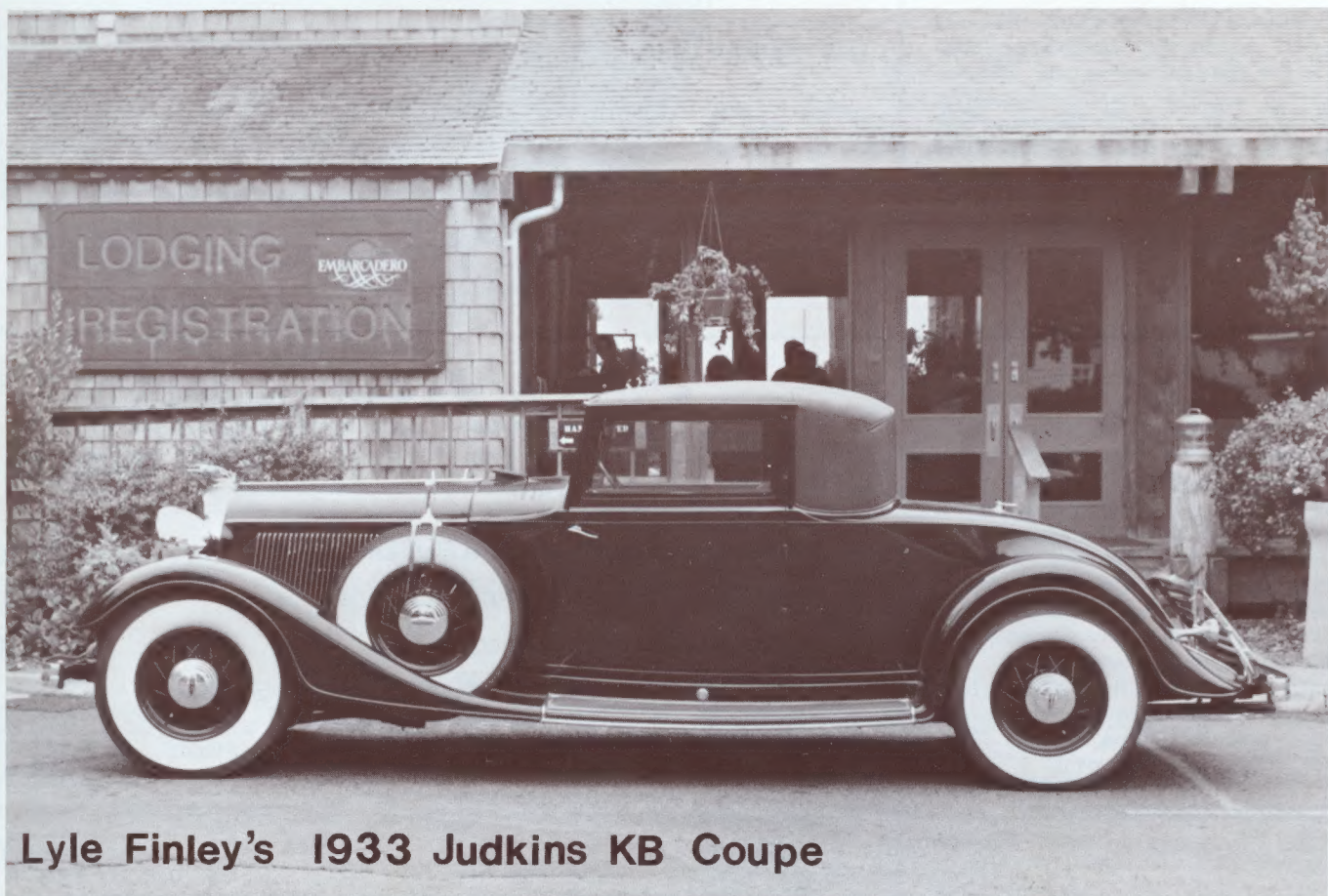
# The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

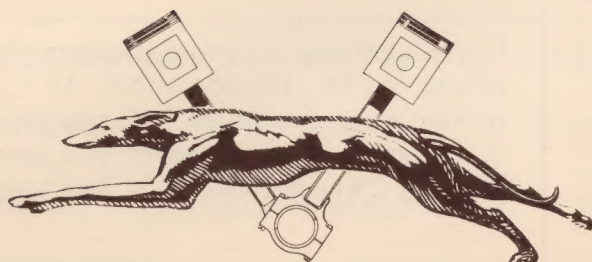


VOLUME 22 NO. 2

MARCH-APRIL 1983



Lyle Finley's 1933 Judkins KB Coupe



## The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

821 W. Chicago St.

Algonquin, Il. 60102

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Ken Pearson

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**THE LINCOLN OWNERS' CLUB, INC.** is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

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### EDITOR

**FORK & BLADE**

821 W. Chicago St.

Algonquin, Il. 60102

### PUBLICATION DEADLINES

December 15 ..... Jan.-Feb. Issue  
February 15 ..... March-April Issue  
April 15 ..... May-June Issue  
June 15 ..... July-August Issue  
August 15 ..... Sept.-Oct. Issue  
October 15 ..... Nov.-Dec. Issue

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## Special Projects

1. 1924-1930 Lincoln Service Bulletins .....	\$ 30.00
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If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

1982

PACIFIC

NORTHWEST

CARAVAN

*On The Road In A KB*

BY RICK ZOBELEIN

Riffenburgh's 1932 KB

### Special Note

*If all had gone according to plans, there would have been FIVE KBs on the tour; all of which were coupes built by Judkins!!! Two from Lyle Finley's stable, a Riffenburgh Special from Big Bear Lake, Harry Andrews from Long Beach, and Charlie Jones from Woodland. As it turned out, only two were to show.*

At 4:00 AM we were on the road heading into San Francisco from my home on the peninsula. Our journey would take us across the Bay Bridge and East on 180 to 15, just West of Sacramento. Leaving so early had nothing to do with traffic; we wanted to be North of Redding before noon as summer temperatures there are usually around 100 degrees and up. Our first stop was in Williams, not for a meal but for gas. (already?? It's a KB !!! Oh.....). Well before noon we pulled into

Redding for breakfast; it was eighty-five degrees outside and we were low on gas. By this time, Dick's thermos had run dry of coffee and he was experiencing withdrawal symptoms a refill was just the thing to bring him back to life.

Early afternoon found us in Yreka for a refreshment stop. We pulled off the freeway and came to a complete stop at the end of the ramp; the engine stopped too. Out of gas?? We hit the starter and the engine fired up only

**THE MACHINE:** 1933 JUDKINS KB COUPE

**OWNER:** LYLE FINLEY

**DRIVER:** DICK TOWERS

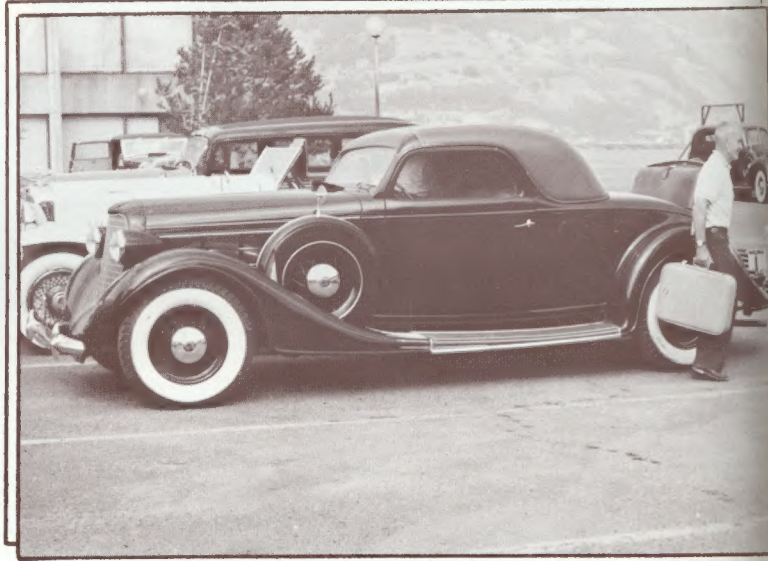
**NAVIGATOR:** RICK ZOBELEIN

to die a few hundred feet down the road. Obviously we had a problem that needed attention; out came the tool kit. After Dick performed a few checks, he went for the ignition switch. It seems that the bakelite base had broken from old age; the switch fell apart when Dick took it off the steering column. A little glue might have done the trick, but instead, a Trippe Lite switch was used to make the circuit and our troubles were over.

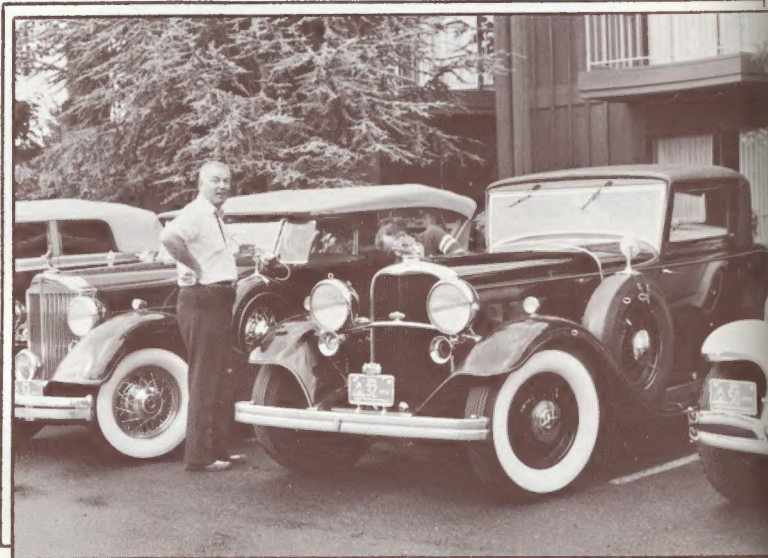
Rather than try to make Eugene in one day, we decided to stay at Grants Pass over night. As we were enjoying the scenery Dick asked what exit we take for Grants Pass and I told him we had just passed the last exit about a half mile back. Oh well, on to Roseburg..... When we arrived in downtown Roseburg we found out that almost all of the motels were on the main drag, a street that is used by every lumber truck in the Pacific Northwest. We looked elsewhere.

The next morning we slept in, it had been a long day and we had a short run to Eugene from Roseburg. At noon we were in Eugene and checking into the Village Green Inn, the starting point of the tour. Most rooms opened on to the beautiful Willamette River, sail boats and all. Out in the parking lot we found Bill Burchett's 1932 KA sedan and Jim Riffenburgh's KB. Both had been trucked up from Southern California. Jim said he would drive his back south with us, Bill was so short on vacation time he said there was no way he could accompany us back south. Two other Lincolns showed up on the scene. Rhodes and Elsie Finley with their 1935 LeBaron Coupe from Trinity Center, and none other than Jack Passey with Bill and Lisa in a 1930 Locke Roadster. Jack had left Watsonville in a 1939 LeBaron Convertible Sedan, only to experience trouble and return to the barn to get his favorite Lincoln. It came up on a trailer as Jack was pressed for time. (It's nice to have extra greyhounds in the stable when you need them).

That evening all members of the tour carvanned down to Cottage Grove for a beautiful buffet with the entrants of the Cottage Grove Concourse. Three fantastic looking ladies sat down at our table; they



**Rhodes Finley and 1935 LeBaron**



**Bill Burchett watching Jim Riffenburgh clean his car**

said they were judges for the Concourse and were to inspect all the Porches and Ferraris. I asked them if they would like to check out the Lincolns too. They weren't very excited about that....After a fine evening we returned to the inn and prepared for tomorrow's concourse.

By late morning, the CARavan had arrived at the Concourse. There were a lot of nice local cars on display; most being late model sport cars. Roped off in its' own area was a beautiful 1932 KA Victoria Coupe. This car was not on the tour as it was a fresh restoration and obviously on the show circuit. One drawback of the Concourse was that you had to stay all day if you entered your car, so we chose to park outside with our KB and have the option to leave early, which we did. From this point the tour route would take us west to the coast and north to the town of Newport, a quaint little fishing village.

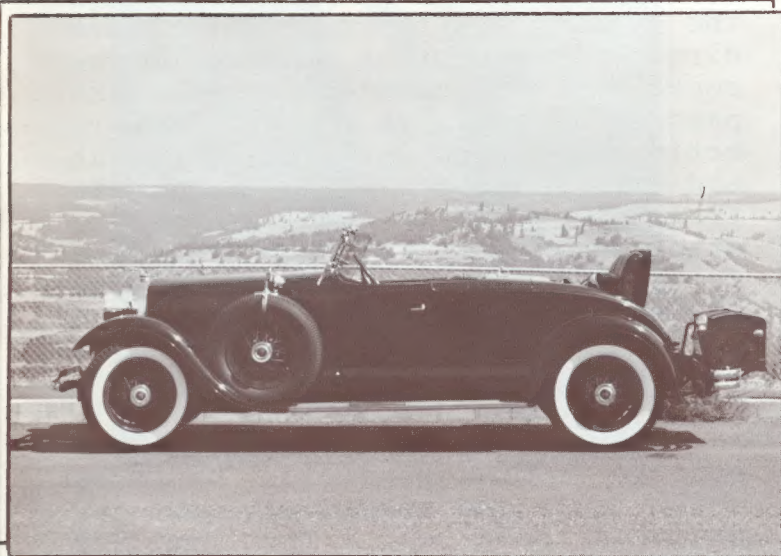
Our lodgings for the next two evenings would be at the embarcadero, a cluster of condominiums on the edge of the bay. By early evening most of the tour had arrived and everyone was unpacking their gear and cleaning up their cars. Bill Burchett was standing out by his KA and talking to all the locals

went down. Sure enough, the old man returned with his wife clutching TWO greyhounds. Bill almost choked on an ice cube. It seemed that the couple's son had been into old cars and now he was gone and the greyhounds were fond memories of their son and his hobby. They would not part with their momentos. That night it was barbecued hamburgers and baked beans for all; the simplest meal we would have for the rest of the tour. The next day was spent touring the town while Jim Riffenburgh and his wife joined Bill Burchett for a early morning fishing trip.

Next stop on the tour was at Cape Lookout Park for lunch. This scenic point was up the coast from Newport; from here we would proceed to Tillamook then East to Portland. Our lunch was prepared and served by local CCCA family; clam chowder, shrimp salad, cheesecake, and white wine for over one hundred people!!!

Weather forecast for Portland and vicinity ; Possible thunder showers toward early evening. Our windshield wipers worked quite well, Jack Passey's top didn't.....he didn't have one. Drive faster Jack! It stopped raining after we arrived in Portland at the Thunderbird Inn on the banks of the Columbia River. Cocktails were served out on the deck, followed by a crab feast in the dining room. All the crab you could eat. If you don't like fish, don't sign up for this tour!!!! ( I thought I ate a lot of fish in San Francisco!)

From here, the tour was to proceed east along the Columbia River. This was to be the start of our warm weather portion of the trip. While the rest of the group travelled to Mt. Hood ( otherwise known as the Pike's Peak Run) Dick and I went out to Gresham to visit LOC member Stephen Sour who has a 1931 Derham Convertible Sedan. This is a VERY rare car in VERY sad shape but Steve says he'll make it right one of these days. He told us to be sure to visit with Charlie Norris in Portland before we leave



**Jack Passey's 1930 Locke Roadster**

who came by to look at the cars. One old gentleman came over to Bill and said that he had a dog at home that was similer to the greyhound on the front of Bill's Lincoln. He said he would go home and ask his wife to return with him to look at the car and maybe bring the greyhound. With that, Bill went back up to his room, poured himself another scotch and went back to his car and stayed there till the sun

the area. Charlie greeted us with open arms and showed us his new acquisition, a 1926 D/C Phaeton. Charlie is a Dusenburger man from way back, having two examples that we were able to see. It is nice to have a couple of Dusies, A Lincoln and (I almost forgot) a Wills St. Claire.

The day was growing short, it was time we headed east to Hood River to join up with the rest of the group. For some reason the engine started to stumble as we wandered over the hills. A flip of the switch actuated our electric fuel pump and off we went. Up until this point we had run on the mechanical pump!!!! At the Hood River Inn we found Jack looking at his whitewalls on the rear of his L roadster; they were well lubricated. Both wheels came off and I suggested that plastic bags be put over the axle hubs. Jack thought it was a good idea and called them "Zobelein Seals". No more oil leak on the tour. (After the tour, Jack called me and said the seals kept his whitewalls clean but eventually soaked the brakes!!!)

Dinner was served at the Columbia Gorge Hotel, a short hop down the road from our lodgings at the Hood River Inn. On the menu tonight was all the barbecued Salmon you could eat. During the dinner were lots of stories told about the run up to Mt. Hood, vaporlocking, overheating and all.

The next day was to be unforgettable for all. After breakfast, the tour wound its way along the Columbia River to The Dalles where we crossed the river and proceeded to our lunch stop at the Mary Hill Museum. It was ninety-five degrees. It was here we ran into LOC member Allen Jones and Richard Burns Carson who were coming through from Idaho. By the end of the day, we were to retrace their steps all the way to Yakima, our final stop for the day. Road conditions ahead were terrible. To get to Yakima was to travel north over a mountain on a road that had

been tarred yesterday and covered with gravel this morning. It was one hundred degrees on the mountain that afternoon. We decided to leave early and take that climb by ourselves. With the help of our electric fuel pump we made it without a hitch. Traffic on the road



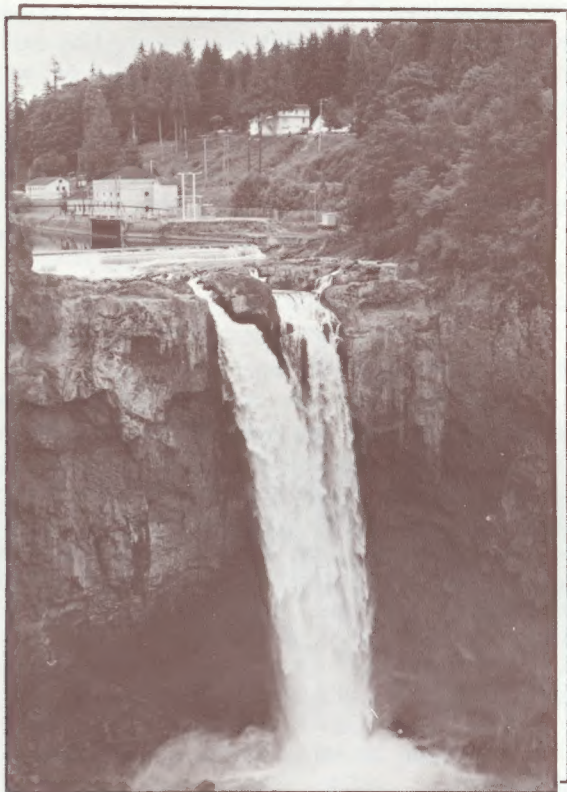
**Jack Passey Installing "Zobelein Seals"**

had created clean tracks through the gravel and there were no cars directly ahead of us to kick up the rocks. Our only problems were trucks passing us going in the other direction, big rigs spraying our front end with loose gravel and tar. We finally arrived in Yakima by mid afternoon. That KB could of glowed in the dark, it was one hundred and three degrees outside. From this point until dinner we were in the pool.

The next day, while the tour went to Crystal Mountain, we broke ranks again and headed straight for Bellevue (Seattle). The heat was too much, the air conditioning didn't function in our room. (We didn't find that out until we occupied the room at 11 PM, too late for a change so we received a partial refund). That morning, we had a little fun with the Lincolns, Burchett's generator had died the day before; replacing a blown fuse solved the problem and Bill was all smiles again. Rhodes Finley's Lincoln had a problem with dragging brakes, so the power booster linkage was disconnected and off they went.

Bellevue was a welcome sight, overcast and cool; we were back on the coast. That evening, cocktails and dinner were served on a steam powered passenger ship, in short, a moonlite dinner cruise on Lake Washington.

One thing is for sure, you won't starve to death on this tour. The next morning was breakfast at the Snoqualmie Falls Lodge which overlook the famous falls that are one hundred ten feet higher than Niagara. The menu included fresh fruit, homemade oatmeal, biscuits, bacon, sausage eggs, hash browns ,



**Snoqualmie Falls**

pancakes and hot chocolate that you could stand a spoon in. You had no choice, you got it all !!!

For lunch.....we were invited to a beautiful home on Lake Washington. Here we met with the Antique and Classic Boat Society and were treated to some hair raising rides around the lake in some VERY fast Garwoods, Hackercraft and Chris Craft. In turn, we gave them some very fast trips around town in our Classics.

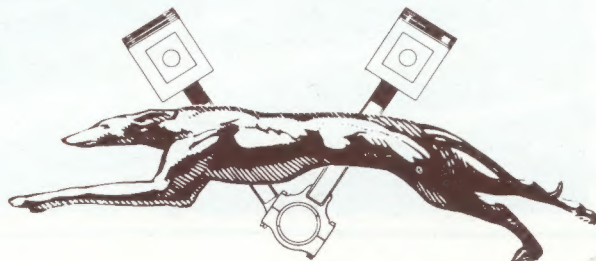
That evening it was the end of the tour, a steak dinner at the famous Seattle Yacht Club. Could this ever be duplicated???? Only the Pacific North West could pull it off again, but you will have to wait four years to get a chance. You have been notified, start on your Lincoln NOW and have it ready in four years. Be there!!!



**Lake Washington with the Antique Classic Boat Society**

#### A PARTING SHOT:

Our KB was a low mileage original, Streeter Flynn will recognize the car. We passed a LOT of classics on that tour; we followed nobody. The car was well serviced and washed daily. One afternoon we had the hood up and other classic owners came over for a look. Most had never looked under the hood of a KB ! Now they knew why that car went so fast. We quickly lowered the hood and became silent. People might finally "discover" Lincoln. Up until now an under- appreciated machine of uncompromising quality and performance.



# Easy To See Through

**H**OW materials, which are the absolute in opaqueness, can be made not only transparent but steel strong and resilient to withstand the shocks and jars of constant use in moving vehicles over all kinds of roads, is one of the most interesting of our modern industrial miracles.

The process of manufacturing glass is very similar to that employed in making steel. The glass to be used for the production of plate-glass is melted in pots or crucibles, after the raw materials have been carefully chosen, so as to secure a product as free from color as possible. When the glass is completely melted and free from bubbles, it is allowed to cool down to a certain extent so as to become viscous or pasty. The whole pot with its contents is then removed bodily from the furnace by means of huge tongs and is transported to a crane which grips the pot and tips it over so as to pour the glass upon the slab of the rolling table.

Here the mass is rolled out into a sheet, the width of which is regulated by moving guides placed in front of the roller and pushed along by it, while its thickness is regulated by raising or lowering the roller relatively to the surface of the table. Since the surfaces produced by rolling have subsequently to be ground and polished, it is essential that the glass should leave the rolling table with as smooth a surface as possible, so that great care is required in this part of the process.

It is equally important that the glass should be flat and remain flat during cooling (annealing), otherwise a great thickness of glass would have to be ground away at the projecting parts of the sheet. The annealing process is therefore carried out in a manner differing essentially from that used for any other variety of flat glass—more nearly resembling that used for optical glass.

From the annealing kiln the slabs of glass are transported to the cutting room, where they are cut square, the defective slabs



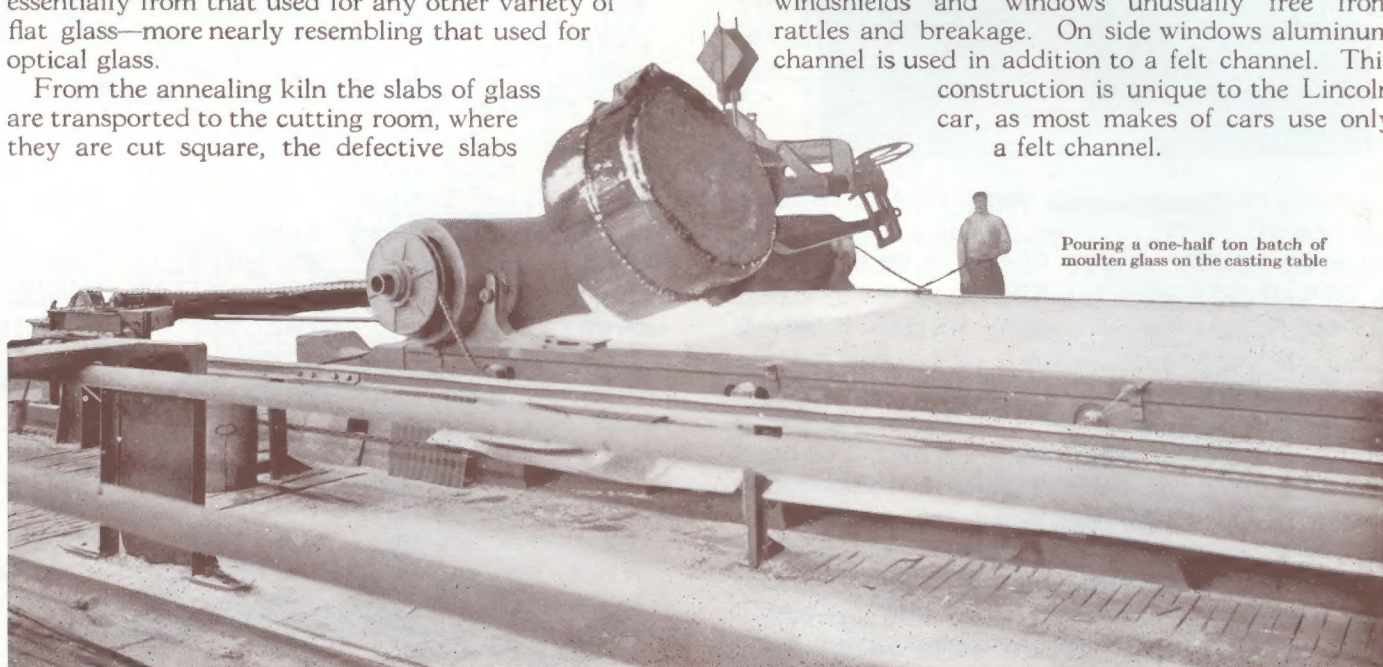
being rejected or cut down to smaller sizes. The glass is now given a perfectly polished surface—which is the chief beauty of this variety of glass—by means of a rotating table, where the surface of glass is rubbed with the surface of a cast iron disc with the interposition of a powerful abrasive. Grinding the glass down to a plane in this manner leaves the surface deeply pitted. These pits are removed by a process of smoothing in which the surface is successfully ground with abrasives of graduated fineness, leaving a very smooth and minutely pitted "grey" surface.

This smooth surface is then brilliantly polished by aid of a rubbing tool covered with leather or felt and fed with a polishing material such as rouge.

For Lincoln cars there is no standard for the glass other than perfection; that is, it must be 100% silvering quality, without air bubbles, scratches or cords; cords being tiny threads of the viscous fluid that crystallize before the sheet reaches the table-bed.

Scratches, so infinitesimal that they can hardly be discerned with the naked eye, are carefully removed by grinding on the felt buffer wheel.

After a piece of glass has satisfied the particular requirements peculiar to the manufacture of Lincoln cars, it is fitted to the windshield or window frame. In the windshield the edge of the glass is first covered with live rubber channel, which is coated with permutex cement. The high quality of the rubber used and the manner in which it is attached to the glass and the metal, cushions the glass from jars and makes all windshields and windows unusually free from rattles and breakage. On side windows aluminum channel is used in addition to a felt channel. This construction is unique to the Lincoln car, as most makes of cars use only a felt channel.



Pouring a one-half ton batch of molten glass on the casting table

## EDITORS NOTE:

*I enjoyed reading the following letter to J. Miles O'Brien from Mr. Burgos of Brazil. As editor it is really rewarding to hear that there is appreciation of ones efforts. The letter is published here, for I feel it will be of interest to the membersip also.*

Ken Pearson  
EDITOR

January 2, 1983

Dear Dr. O'Brien;

It was Saturday, December 21, 9:30 p.m. when I arrived home from Ford's Tatui Proving Ground to find the November-December 1982 issue of the Fork & Blade. Even before having a pizza in the nearby restaurant I read your excellent article, The Willoughby Story. Like yourself, I have always favored that last and ultimate of touring cars, the 1937 - 1939 Lincoln Seven Passenger Touring by Willoughby. As you know, only 13 such vehicles are accounted to have been built. One of these, probably the sole "built" in 1939, was acquired by the Govezno do Entado de Sao Paulo, a fitting replacement for a grey with black fenders L series seven Passenger Touring by Locke. During almost thirty years this K series, in pristine condition, served as a parade car for visiting dignitaries, including the Prime Minister of Portugal, General Craveiro Lopes, and her Majesty Queen Elizabeth II.

I don't know the whereabouts of either cars; the last time I saw the L Series was in an antique auto show in Sao Paulo, in the late fifties or early sixties. It was in very good condition and still had the original paint and brown leather upholstery. I think the K Series is currently owned by Formula 1 Champion, Emerson Fittipaldi.

Checking a Lincoln Owners' Club 1982 Roster we can find only two 1937's and one 1938 Seven Passenger Tourings.

Thanking you for the excellent article. I remain.

Very Truly Yours,

Eduardo Roma Burgos  
Av. Pinheiro Machado, 938  
11100, Santos, Sao Paulo, Brazil

# The Mode for Smart Children



Three-piece costume and hat. "Ca Vas" a rose colored broadcloth coat bound in scarlet, with a charming windmill motif

THERE are many houses of fame that make creations for women in Paris, but few for children and infants.

Mme. Annie occupies a delightful shop at 2 Rue de Mondovi, first at the angle of Place de la Concorde and Rue de Rivoli. It is frequented by the American colony.

Mme. Annie is an artist of ability, an interior decorator of note and also a designer of children's costumes. She enhances the personality of a child and will never duplicate an idea.

To abet juvenile grace for this coming season, she advises colors: red, green, yellow, orange, shell blue and lavender for coats and hats. The chin strap is inevitable on this season's hats.

All frocks for daytime wear are of the same or trimmed with the same material as the hat. Sleeves are very short. Gloves are one button and always worn lighter than the costume.

Kasha is excellent for playtime; velvet and velvet du Laine lead for afternoon. Crepe de Chine and crepe Georgette are for dress and only for little girls.

The French creators despair at seeing bloomers hang below on little girls' costumes.

"La Fee"—a dance frock for a little girl, in cream colored crepe de Chine with heavy wool embroidery in crimson, orange, electric blue, emerald green and yellow



"Cherie"—a Kasha frock of shell color, bound in scarlet, for winter wear, to go with coat shown above



"Charment"—a boy's costume in canary yellow duvetyne bound in black braid



"Napoleon"—a boy's suit in black velvet, with oyster white ruffs of chiffon

# "We Have With Us"

*Below is shown a new and elegant model by the most distinguished M. Worth*



(PHOTO BY SCAIONI, PARIS)

*Above: Evening dress of pale yellow Georgette, embroidered with silver and blue—trimmed with fur, by Lucien Lelong*

*Gown of heavy crepe de Chine, designed to give the effect of marble, in tones of rose and white. From Maison Magnin*



(PHOTO BY G. L. MANUEL FRERES)



# LINCOLN Twelve 1933

Series 251—Big Twelve (145" Wheelbase)  
Serial Numbers KB-2001 to KB-3000\*\*

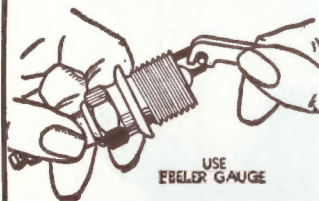
## A. E. A. TUNE-UP SYSTEM

Standards of Adjustment  
Automotive Electric Association  
Issued January, 1935

Form No. LI-7

### IGNITION

#### SPARK PLUGS

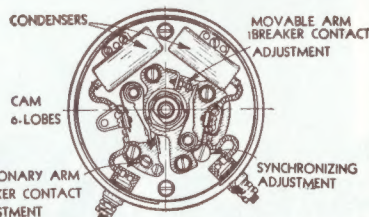


USE  
FEELER GAUGE  
Size  $\frac{1}{8}$ " S.A.E Gap .025"  
Original Equipment  
Champion Type C-4  
Consult Champion  
Operating Range  
Chart\*

#### Distributor



Auto-Lite  
No. IGM-4002  
**Firing Order**  
1L-2R-5L-4R  
3L-1R-6L-5R  
2L-3R-4L-6R



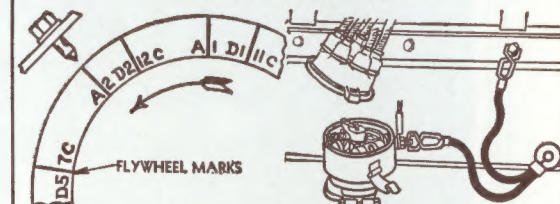
**Breaker-Arm Spring**  
16 to 20 oz.  
90°  
**Breaker Contact Gap**—.020" Exact (Both breakers alike)  
**Synchronization**—33° & 27° Distrib. Cam Degrees (66° & 54° Engine)  
**Condenser**—Part No. IG-2671A, E Capacity—.20 to 25. Mfd.  
**Rotation**—Counterclockwise (viewed from top of distributor)  
**Manual Advance**—10° (Distributor) Panel button control  
**Automatic Advance**—Semi-Automatic—13° at 2250 R.P.M.  
(Maximum advance in distributor degrees at distributor R. P. M.)

#### COIL



Auto-Lite  
No. CE-4001 L  
Two Coils Used.  
Coils mounted on  
dash. Oakes "Her-  
shey" co-incident  
ignition switch and  
steering post lock.

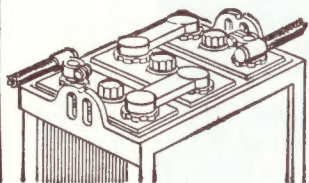
#### IGNITION TIMING



**Synchronize**—use rotary spark gap.  
**Use Timing Lamp**—Stationary contacts to open slightly before top dead center (for cylinder 1R) when mark A2 lines up with pointer on flywheel housing. These contacts control right-hand coil and fire right bank of cylinders.

### STARTING & LIGHTING

#### BATTERY



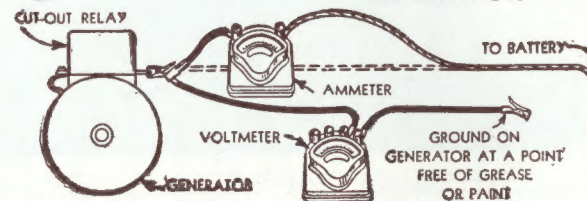
EXIDE—Type LX15-21L  
Capacity—138 Amp. Hour.  
(20 hr. rate)  
**Location**—On right side  
under front floor boards.  
**Ground**—Negative termi-  
nal to frame.

#### STARTING MOTOR



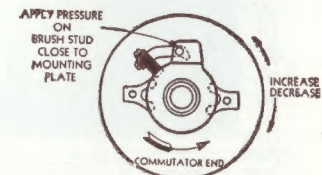
AUTO-LITE No. MAO-4001, MAO-4005  
**Drive**—Bendix  
**Part No.** EB-75 (if MAO-4001), EB-88 (if MAO-4005)  
**Free Running Speed**—(With Bendix)  
2700 (Min.) R.P.M. 44 (Max.) Amps. 5.5 Volts.  
**Lock Torque (Stalled)**—48.0 Ft. Lbs. 975 Amps. 4.0 Volts.

#### GENERATOR



AUTO-LITE No. GBC-4001, GBC-4101  
**Maximum Generator Output:**  
Hot—17.2 Amps. 8.0 Volts,  
Cold—20 to 22 Amps. 8.0 Volts  
**Cut-Out Relay**—Part No. CB-4014L, CB-4014B  
Closes at 7 to 9 Volts; at 425 R.P.M. (Gen.) Opens at .5 to 2.5 Amp. discharge.  
**Brush Spring Tension**—22 to 27 oz. (all brushes).  
**Rotation**—Clockwise (viewing drive end)  
**Regulation**—Third Brush (no thermostat)  
at 1400 R. P. M. of These readings taken at gen-  
erator. Readings at amme-  
ter on dash will be approxi-  
mately 4 amperes lower.  
at 1250 Generator

#### Third Brush Adjustment



### VALVES

#### CLEARANCE

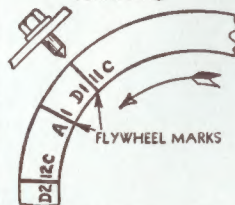
Top Dead  
Center Mark  
DC 1-11

Engine Cold

Intake—.003"  
Exhaust—.005"

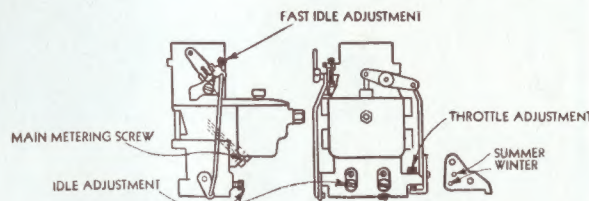
Lash Valves at top dead  
center mark as indi-  
cated by flywheel  
marks.

#### TIMING



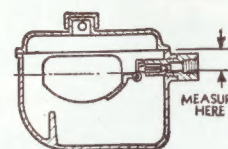
Exhaust Valves close  
AT top dead cen-  
ter.  
**Tappet Lash for tim-  
ing:** Exhaust, .004"  
(cold).

### CARBURETION



STROMBERG—Model EE-22 (No. A-17692) TYPE—Dual Downdraft  
**Idle Adjustment**—Adjust to smooth running—1 barrel at a time.  
OUT: To make rich.  
**Fixed Jets**—Main Metering Jet—Size .057" (Part No. P-17004)  
By-pass Jet—No. 53 (Part No. P-19481)  
**Seasonal Adjustment**—Two settings for accelerating pump link.  
For winter driving, set pump link in hole on long radius. For  
hot weather, set link in hole on short radius.

#### FUEL LEVEL



Fuel Level—9/16" be-  
low surface of float  
chamber at: Fuel  
Pump Pressure—3 lb.

### COOLING, FUEL & OIL SUPPLY

**Cooling System**—  
Capacity—34 Qts. (U. S. Meas.)  
Radiator Flow— Gals. (U.S.) per min.  
Thermostat—Yes  
Temperature Gauge—  
**Crankcase**—Capacity 12 Qts. (U.S. Meas.)  
**Fuel Feed**—Fuel and Vacuum Pump: AC  
(Type I) No. 1521218  
**Air Cleaner**—  
Gasoline Gauge—K-S Telegage  
Oil Level Gauge—  
Oil Filter—  
Ammeter—  
Speedometer—Waltham  
**Vacuum-Operated Devices:**  
Windshield Wiper—Trico  
Service Motor (Closed Models) No. RSL-503

# The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

## Parts Wanted

- 1932 KB Left side cylinder head and both engine blocks. George Corse, 222 Ridgewood Road, Media, PA 19063 Phone 215-566-5042.
- 1938 K sidemount hwd. all or part. 1938 K left rear tail light bracket. Jack Loudermilk, 2111 Albertson Pkwy. Cuyahoga Falls, Ohio 44223 Phone 216-929-0911 or 216-688-4749.

## For Sale

- 1936-1939 Lincoln K taillight doors newly completed reproduction in brass spinnings, ready to plate. Are yours cracked and fissured? Only twenty made. \$10.00 each plus \$2.00 postage. Paul J. Loree MD 2057 Bush Rd., Grand Island, N.Y. 14072 716-773-3131.

Lincoln Model L reproduction parts and accessories: leather boots for steering gear and shock connecting rods, trunk slip covers, tool rolls, luggage rack latch repair kits. Send SASE for illustrated price list. Leonard Piskiewicz, 951 Rose Court, Santa Clara, CA 95051.

- Parts Car 1925 Lincoln SN21984 made into a wrecker basic engine less carburetor, intake manifold and water pump. Car is on wooden wheels radiator and shell seem very nice - car has title. \$1,250.00 John O. Deringer, Route 9, Box 178, Caldwell, Idaho 83605 Phone after 6 P.M. MST 208-459-7511.

- 1936 K 1936 Lincoln K V-12 three window Judkins Berline, perfect original car. 1937 Lincoln K V-12 7 pass touring, Willoughby Body, Ex. original Cond. Sell or Trade- want 1932 KB custom bodied car. Charles Jones, 121 Midway Drive, Woodland, CA 95695 phone evenings 916-666-2250

## For Sale Continued....

1932-1939	Rear axle grease seals - Set of 6 \$30.00
1932-1939	Radiator shutter thermostat, made by original Mfg. \$90.00
1932-34-37	Hood side door thermostat, made by original Mfg. and just a few made \$190.00 ea.
1932-1939	Hood center hinge strip, chrome plated brass, as original 44-5/8" long \$60.00.
1932-1939	Stainless steel mufflers with 2 3/4" inlet, 2 1/4" outlet, 5" or 6" round, 56" or 58" long, as wheel base and model requires. \$195.00. Available in March 1983. Must know distance between muffler brackets on 32-35 and 136" wheel base models.
1932-1939	Water pump flex coupling - Reinforced neoprene \$6.00/ea.
1932-1939	Front motor mount booster to prevent metal to metal contact, as most are worn off on bottom. Made of reinforced neoprene Set of 2 ..\$8.00.
1932-1939	Radiator - Mounting pads 1/4" thick each reinforced neoprene Set of 4..\$10.00.
1933-34to39	Rear motor mounts remodeled about \$40.00 each, exchange.
1933-1939	Hood corner bumpers, molded rubber on brass like originals Set of 4..\$100.00.
1933-1939	Clips for bottom of license plate \$8.00 each.
1934-1939	Firewall Serial No. Plate \$8.00

D.G.Beyer 5646 Pleasant Hill Road, Hartford, Wisc. 53027 Phone: 414-673-2561

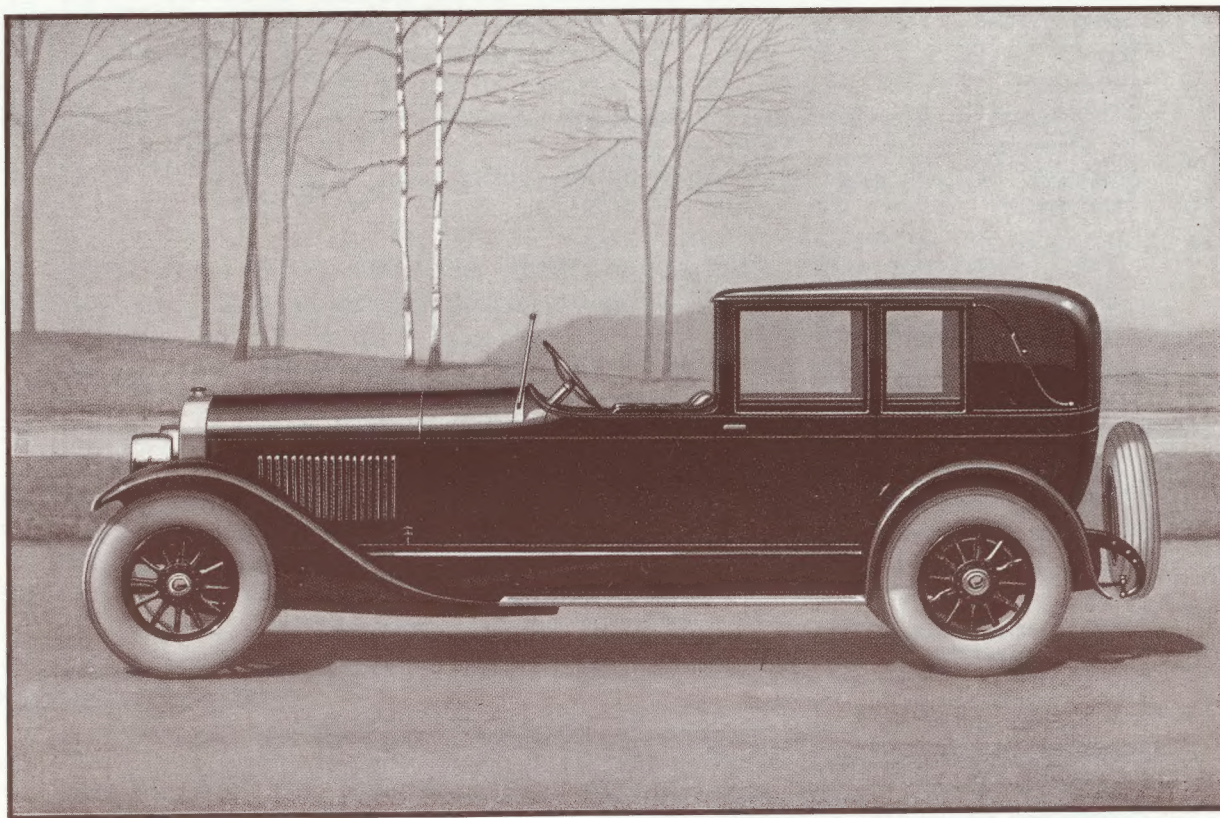
Parts      Before 4/26/28 muffler assembly cast iron ends and flanges sheet metal may not be original \$75.00.  
 Have L4016-AR muffler rear bracket early - need L4016DR late bracket.  
 Excellent used set of genuine Lincoln 3 1/2" pistons and pins \$75.00.  
 Used valves \$5.00/ea state size  
 Late "L" head needs crack welded \$25.00.  
 Right side exhaust manifold ear welded \$15.00  
 1929 3 1/2" bore cylinders need water jacket repairs (will not ship) \$100.00  
 Leland gas tank with outside gauge inquire. Phil Gansz, 909 S. Prospect Ave., Park Ridge, IL 60068 Phone 312-698-3610

Two 1935 Lincoln wire wheels. Contact Paul Ter Horst, 312-537-1030 Illinois.

1932-33KB Head gaskets, NOS, \$100.00 each. Contact Jake at 312-386-5440, Talarico Brothers. Illinois.

A pair of 1932, '33, or '34 Lincoln wheels with nice old 17" tires. one '37 - '39 Lincoln wheel. A pair of 7-passenger jump seats for Lincoln, frames, no upholstery. Del Beyer, 5646 Pleasant Hill Rd., Hartford, WI 414-673-2561.

Parts      Lincoln parts for sale- Gaskets: 11-Model L water pipe elbows at \$2.00 each; 11-31-32 V-8 inner exhaust manifold gaskets at \$3.00 each; 4-Good used Stromberg 0-3 carburetors-20-29 Lincoln at \$150.00/ea. 35 Lincoln hubcap, exc. cond-\$35.00. Two 35 Lincoln 17" wire wheels at \$40.00 ea. UPS is extra. SAE plz. Paul TerHorst, 486 Diane Dr. Buffalo Grove, IL 60090 Phone 312-537-1030



## A BROUGHAM *by* BRUNN

This car is finished in Lady Margaret blue, striped with champagne color, and with the upper works in black leather.

A landaulette effect gives more privacy than is attainable with larger windows, and the unusual sweep of the rear part of the roof marks this car as very smart.

The extra seats face forward. The color of the car, as well as a choice of upholstery, is optional.

